

**INFORMATION FOR PDEA SCOPING
PROJECTS WITH IDENTIFIED RAILROAD INTERACTION**

(Revised 9/20/11 KBC/RAR)

Identify:

- Name of Railroad(s) involved. (CSX, Norfolk Southern Railway (NS), North Carolina Railroad (NCRR), Shortline, etc.).
- Railroad milepost location (including letter designation), direction of increasing milepost, railroad's assumed geographical orientation of rail line
- FRA crossing number if grade crossing involved (see below)
- Number of trains currently operating on rail line and if on a passenger train corridor (Amtrak).
- If on the high speed rail corridor.
- If on a future passenger rail corridor (Salisbury-Asheville, Charlotte-Wilmington, Raleigh/Fayetteville/Wilmington or Raleigh/Goldsboro/Wilmington).
- If on a future commuter corridor (TT A, Charlotte, Winston-Salem/Greensboro).
- If on NCDOT preserved inactive rail corridor, include copy of Corridor Resolution. Also determine proposed future use and how long.

Include:

- Copy of the valuation map if necessary or provide right-of-way width
- Copy of track charts.
- Copy of the Investigative Index.

Design Criteria to mention:

- Horizontal and vertical clearance requirements for overhead bridges (refer to NS, NCRR or CSX design guidelines).
- Desired track centers (if known).
- Higher vertical clearance for highway-over-railroad structures may require significant rise in existing roadway profile resulting in greater impacts to adjacent properties. Higher vertical clearance for railroad-over-highway structures may require significant lowering of the existing roadway profile. Existing railroad profile, in most cases, cannot be modified easily.
- Rail Division's opinion as to number of tracks needed and where any additional tracks should be located (if a bridge overpass or underpass project). Don't lock the Department or the railroad in to a set number of tracks. This is an item to be negotiated during the design phase.
- Maintenance road currently present or if one is needed.

Other items to mention:

- Presence of fiber optic cable.
- Train signals present at the site. Note if project located on a Train Control (TC) line.
- Need for flagging protection.
- Prevent debris from falling onto existing tracks if overhead bridge removal involved.
- Any widening of roads parallel to railroad tracks should occur on opposite side of road from the railroad to avoid encroaching on railroad right-of-way.
- If project involves taking of right-of-way of a preserved rail corridor purchased with federal funds, may need review from Right-of-Way Disposal group and may require compensation.
- Project should be discussed with NS, CSX, NCR, or Shortline railroad to determine their interests.
- CC: Structure Design Unit and State Railroad Agent for projects involving underpass or overpass bridges, encroachments, or contractor insurance.

If grade crossings involved:

- Determine if "Sealed Corridor" treatment is scheduled for crossing.
- Determine if project is located in area of Traffic Separation Study and affect project has on TSS.
- If existing grade crossing is involved or if grade crossing vs grade separated structure being evaluated, include a copy of the Grade Separation Guidelines and Railroad-Highway At Grade Crossing Consolidation Initiative Resolution. Construction of grade separated structures should be encouraged where possible. Also encourage closure of other nearby crossings if new grade separated structure recommended.
- Identify FRA crossing number on any existing grade crossing as well as railroad milepost.
- If necessary to reroute traffic during construction, detour should first be investigated on a route across a grade separated structure or avoid railroad interaction if possible and only then a signaled crossing and one that's not "humped". Only use non-signalized crossing as a last resort. If an at-grade crossing must be used for the detour route, contact Crossing Safety Engineering Manager to determine if any improvements needed to the existing crossing protection system.
- If applicable, mention that "humped" crossings (would occur mostly on -Y-lines) should be avoided. All efforts should be made to eliminate any existing humped crossing situations.
- -Y- lines may also involve modifications to crossing surfaces or crossing signal protection system if parallel rail line exists beside the -L- line.

- Note if the close proximity of the railroad tracks to an intersection will restrict ability of trucks or buses to stop at a traffic signal without blocking the tracks.
- Refer to Crossing Safety Engineering Manager for crossing signal improvement information.
- Refer to NCDOT's State Railroad Agent as necessary if railroad right-of-way or revised encroachment agreement issues involved or insurance required by contractor to enter railroad property for construction of project.
- CC: each of the above as applicable.